Det Bel Isle & Windsor Ferry Co

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Mr. Geo. McCutcheon, has resigned his position as chief engineer of the steamer Wallula, and has left an unbeaten record behind him.

The new propeller Sitka broke her air pump in the St. Clair river while on her way to Duluth with coal last week. She got a new air pump at Detroit.

The sale of a quarter interest in the steamer H. B. Tuttle was consummated Monday on a basis of about $40,000. Captain C. E. Benham, already her managing owner, was purchaser of this share from Captain McMillen, in connection with Captain Mullen, who will go in her as master.

The propeller Favorite, Captain A. C. Smith, was in port last week with the famous log barge Wahnipatae. The barge had on 1,703,200 feet of lumber from Ontonagon for the Diamond Match Co. She returned to Ashland for 2,500,000 feet of dry lumber for Tonawanda.

The Cleveland shipbuilding company held its annual meeting Monday in the office of the new works. The officers of the company who have served during the past year were all re-elected. The progress toward the erection of the new plant and the large amount of work on hand surely satisfied the members of the company.

The Bulgaria is the property of Captain James Corrigan and others, of Cleveland, owners of the steamship Roumania and Australasia, and the schooner Polynesia, all of which were built by Captain Davidson. The government admeasurement places the Bulgaria's gross tonnage at 1,887.87; net tonnage at 1,485.57. The Bulgaria cost $140,000.

Captain Davidson has another propeller on the stocks, 212 feet keel, 37 feet beam, and 20 feet hold, that will be ready for launching in November. She is to have a fore and aft compound engine, 22 and 44 by 40 inches, and a steel boiler 9½ by 16 feet. The keel has just been laid for a propeller 220 feet keel, 36 feet beam, and 20 feet hold, which will be ready for launching some time during the winter.

At Lorain the builders of a spile driver, which will be propelled by steam, were not aware that the plates entering into the construction of a marine boiler must be subjected to a test by the government inspectors. The boiler for the spile driver has been built and James McGrath, government inspector for this district, must now go to Lorain and see that a piece of the plate is cut out and sent to Buffalo to be tested.

Meteorological summary for the week ending September 7.

Mean barometer	30 01
Mean temperature	67.9
Mean humidity	61.3
Total precipitation, inch	1.30
Prevailing direction of wind	S.E.
Total wind movement	1236
Av. cloudiness	5.1
Av. state of weather	Fair.
Max. temperature, highest	85 0
Min temperature, lowest	47.1

WILLIAM LINE, Sergt. Signal Corps, U. S. A

The yellow flag with a white center which is displayed from the signal service station is one of the new series of flags ordered for display along the Atlantic and gulf coasts and on the great lakes. The entire series has not yet been received and instead of the red or white pennant the old flags denoting the direction of heavy winds will be used for the present. The yellow flag with a white center indicates that the winds expected are not so severe but well found and seaworthy vessels can meet them withou great danger.

The tendency is towards another advance in ore freights. The Escanaba rate on ore is now fully established at $1 65, and considering the demand for Ashland carriers it is very probable that better than $2.40 could be obtained for ore from that port. The greater part of the coal and ore fleet is at lower lake ports and coal shippers are being benefited. Milwaukee coal is being pretty well cared for. There is no advance on coal to the head of Lake Superior as yet. The propeller Horace A. Tuttle, which was said to have obtained an advance to Duluth, is loaded for West Superior, and the rate is 85 cents. Charters are: Schooner St. Lawrence, ore, Marquette to Ohio ports, $2; schooner Saveland, ore Escanaba to Ohio ports, $1.65; schooner J. C. King, coal, Ashtabula to Milwaukee, $1; schooners Monteagle, White Star and Mystic Star, coal, Ashtabula to Chicago, $1.15; schooner Colonel Cook, coal, Cleveland to Escanaba, 75 cents; schooner H. P. Baldwin, coal Toledo to Escanaba, 75 cents.

CHICAGO.

Special to the Marine Record

The water in the Chicago river, was very low last Sunday and the steamship Susquehanna, was on the bottom nearly four hours in the south draw of the Illinois railroad bridge when leaving port.

The schooner Flying Cloud, in tow of a tug collided with the protection to the North Halsted steel bridge and received considerable damage to her rail, bulwark and stanchions.

It is reported that the side wheel steamer Saginaw, which has been in the excursion business at Toledo for two years, will arrive here next week and run as a passenger and freight boat between Chicago and Green Bay.

The schooner John Raber, in tow of a tug collided with the steamships Susquehanna, on Saturday. The Susquehanna was loading grain at the Rock Island elevator when the accident occurred. The schooner lost her jibboom and the steamships bridge was knocked out of place.

Leopold & Austrian received word Monday, that the propeller City of Fremont, ran ashore at the entrance of Portage canal, Lake Superior, Saturday morning. Tugs and lighters were sent for, but before their arrival the steamer released herself by jettisoning 20,000 brick. Two steamers of this line were ashore last week and fortunately escaped serious consequences.

The schooner G. W. Naghtin, left here Wednesday night and arrived back Thursday morning, with her colors flying at half-mast. While off the marine hospital, Hans Larson, a foremast hand, went aloft to loose the fore gaff topsail and after performing the work he was ordered to relieve the man at the wheel. Larson started aft, stopped at the water barrel, took a drink and dropped dead.

At Miller Brothers drydocks, the schooner Barbarian, was in dock for calking; the schooner Iner Lawson, had her bottom calked and received a new foremast; the steamer Lucille, had her bottom calked and a new rudder; the schooner City of Chicago, had her top sides calked; the schooner Gracie M. Filer, received a new main mast; the schooner C. P. Minch a new gaff; the schooner Flying Cloud, some repairs to her bow; the tug Parker, was at the derrick and had her stern bearings fixed.

At the Chicago drydock company's, the schooner DeLos de Wolf, was in dock for new bilge plank and bottom calking; the schooner John Schutte, for calking and general repairs; the schooner Vermont, for bottom calking; the schooner Minnie Mueller, to have a leak stopped and a new center board; the schooner John Raber, received a new jibboom; the schooner Westchester, a new bowsprit and jibboom; the tug Earnshaw, barge Empire, propeller Josephene and Canadian propeller Cuba, received some minor repairs.

To the North Chicago Rolling Mill Co., not the Calumet Steel Works, the credit is due for having unloaded the Ira H. Owen of 2,100 tons of ore in six hours and twenty minutes.

W. R. Owen, manager of the Delta Transportation Co., whose passenger and freight steamers Minnie M. and Ossifrage run between Cheboygan, Mackinac and Sault ste Marie, informs us that the company intend putting a much larger steamer on that route next season, which will have splendid accommodation for passengers and will run about eighteeen miles per hour, thereby enabling them to make daily trips.

Ex-County Commissioner John C. Ender has sold his iron excursion steamer, the Ivanhoe. The terms are alleged to be private, but it is learned that $22,000 is the consideration. The purchasers are the Chicago Excursion Co. As soon as the sale was consummated the purchasers promulgated the belief that it intended to "run" the excursion business of Chicago.

The schooner George W. Naughton returned to the harbor yesterday, on account of the death of one of her crew, a Swede named Hans Larsen, from heart disease.

The Chicago Drydock Co. met last Saturday afternoon and elected Messrs. Wm. Keith, H. L. Christy, and James Mowatt president, secretary, and superintendent, respectively. A summing up of the new concern's books showed that the company was justified, by reason of cash on hand, outstanding claims, etc., in declaring a dividend of 20 per cent, which was done. Among those present were Messrs. Dunham, Keith, Christie, Mowatt, Mueller, Ayer, Green, Bates, Wood, Ripley, Egan, Finney, Leopold, and Austrian. All these are stockholders in the new corporation.

On the 1st of June last the propeller H. D. Coffinberry collided with the schooner Mary D. Ayer a little to the south of Lake street bridge. The Ayer's forerigging was carried away in the collision, and she sustained damages which required the expenditure of $600 to repair. Captain Ed Ayer, the owner of the vessel, sent a bill to the owner of the Coffinberry, which the latter failed to pay. Messrs. Schuyler & Kraemer, Mr. Ayer's attorneys, had the vessel tied up. Later in the day she was bonded and sailed for her destination. The Chicago towing company also libelled the schooner Victor for an unpaid towing bill. The schooner was finally released after satisfying the claim and paying the cost of the proceedings.

WILLIAMS.

PORT HURON.

Special to the Marine Record.

The steambarge Curtis, that was sunk in Black river, was raised by D. N. Rounds. She had to be unloaded by divers before she could be lifted.

At Dunford & Alverson's drydock the tug Spencer was in to be recalked and receive a new stem; steamers Ogemaw and Mineral Rock to be calked and for a general overhauling; steamer R. Stewart to have a loose wheel fixed.

Towing has been very slack for harbor tugs for the last two weeks. It will make them hump by fall if it continues this way. There are only a few located at this port, the O. W. Cheney, Kitty Haight, Mystic, Geo. B. Dickson, Sprite, and Orient. I think a vessel coming to Port Huron can have all the harbor tugs she wants.

There was a very exciting race Sunday evening between the steamer Mary and the D. Cole, but, as usual, the Cole, like all other boats that have raced with the Mary, had to take a back seat. They raced from St. Clair to Port Huron, a distance of twelve miles, and the Mary came in ahead about ten lengths. They will be at it again until the Cole is done up once more.

The Phœnix Iron Works are building a boiler and engine for the new barge of the T. & S. T. Co. The boiler will be 7½ feet by 14 feet long, with all the latest improvements. The engines will be fore and aft compounds, size of cylinders 16 by 30 by 26.

The office of Ed. J. Kendall, marine reporter, has been removed to the office over J. W. Thompson, Jr., foot of Sarnia street.

JAY.

GRAND HAVEN.

A telegram was received here yesterday stating that while off Point Au Sable Wednesday afternoon, the 31st of August, the propeller H. S. Pickands became disabled. She was picked up by a tug and towed to Grand Haven, where she was put in Kirby's drydock for repairs. The Pickands was engaged in the iron ore carrying trade.

The tug Clayt recently launched has been assigned official number 126,442 and measures 10.37 gross tons; tug Eagle 135.941 with tonnage of 21.10 tons and the scow Leuzana 48,556 with tonnage of 12.60.

TOLEDO.

Special to the Marine Record.

On Sunday the Chief Justice Waite ran hard aground on Ballast island. The Pathfinder and Christian were telegraphed for, but as the Christian was in drydock, the Andrews was sent instead. These two tugs with the Samson and Connoly, after a hard pull, released her about 4 p. m. Monday. All the passengers were landed at Put-in-Bay, O. K., and the Waite is now making her regular trips. Captain Ed McNelly has been in her thirteen years, and this is the first accident of any kind that has happened him.

The Evening Star went through herself Sunday.

The prospects for low water here this fall are very good.

Grain freights steady to Buffalo at 2¾c.

H.

WEST BAY CITY.

Bay City scored another success Saturday as a shipbuilding point in the launching of the steamship Bulgaria at James Davidson's shipyard. The launch took place at 7 o'clock. This leviathan is justly entitled to the honor of being next to the largest wooden vessel on the chain of lakes, the Aurora, recently launched at Cleveland, standing at the head of the list. The new steamer is of the following dimensions: Length over all, 306 feet; length of keel, 284 feet; breadth of beam, 40 feet; molded depth, 22 feet. Her main keelsons are 16 by 16 inches; assistant keelsons, 16 by 16. There are ten floor keelsons, 15 by 14, running the extreme length. The floor is laid on top. The planking outside is 5 inches thick, with 6 inch planking at the turn of the bilge; from bilge to clamp strakes it is 6 inches. There are eight strakes of bilge keelsons, 9 and 7 inches, all notched on to a depth of two inches. The hull is thoroughly strapped with steel. The Bulgaria has a fore and aft compound engine, 30 and 52 by 45; two boilers, 8½ feet sheel by 17 feet long; two smoke stacks, steam stearing gear, steam windlass and capstan on quarter deck; steam reverse gear, three spars. The officers' quarters are forward, including two elegant spare rooms for passengers, bath room, and parlor. The finishing and furnishings are of the latest and most improved style.

FAIR HAVEN.

Sunday morning Mr. Ino Ford found the body of a man on the lake shore near his house about six miles east of Fair Haven. It had the appearance of a deck hand or fireman on some steamer being dressed in a flannel shirt with sleeves rolled up, red overalls with leather suspenders, woolen stockings and coarse shoes. There were no marks on his person and nothing about his clothing by which he could be identified. A knife, pocket comb, two pieces of slate pencil and a small piece of paper on which were a few figures, were found in his pocket. Deceased was evidently a Canadian about 30 years of age. He wore a small sandy mustache. Coroner Hall, who was summoned, ordered the body brought to Fair Haven, where an inquest was held and the body buried last night.

SANDUSKY.

The Sandusky Steamboat & Fish Co. have purchased the tug J. W. Bennett, of Lay Brothers; consideration $7,500.

Captain Henry Lay desires to purchase a tug about 22 square for use in his business at this port.

[*Continued on 5th page.*]

MARITIME LAW.

LIEN—SUPPLIES ADVANCES—MASTER'S DRAFT—DISCONTINUANCE OF SUIT IN ONE DISTRICT—REVIVAL IN ANOTHER—RECOVERY ON DRAFT.

U. S. District Court, Southern District of New York.

Brown, J.

The libel in the above case was filed to recover the sum of $1592.50, upon a draft drawn and negotiated to the libelant by the master of the bark James L. Pendergast at Hamburg, May, 7th, 1886, for £325, payable ten days after arrival at Boston, Mass., at the office of the consignees. The last clause of the draft is as follows: "Value received for the necessary use and outfit of the said vessel, and for the payment of which I hold my vessel, owners and freight responsible."

The proofs leave no doubt that the draft was drawn to obtain necessaries for the ship at Hamburg, and in form and substance by the authority of Mr. Pendergast, who was the equitable and managing owner. It became, therefore, a lien by bottomry upon the vessel. Force vs. Pride of the Ocean, 3 Fed. Red. 162; the Giulio, 27 Fed. Rep. 318, 319.

Upon the arrival of the vessel at Boston, she was arrested by the marshal under a libel to enforce this demand. The managing owner being in New York and desiring that she should load here, after several interviews with Tobias & Co., the agents of the libelant in New York made an arrangement by which she might be brought here which so far as respects Mr. Pendergast's obligations and their conditions, was embodied in the following letter:

"Messrs. C. Tobias & Co.

GENTLEMEN: As a favor and convenience to me I request you to discontinue your action in the district court of Massachusetts against barque J. L. Pendergast for the collection of a draft for £325. It is important that the vessel come here to New York to take in cargo, and in consideration of your consent to such removal I agree that all liens you or your correspondents now have against said vessel, shall remain in full force, and consent that you may enforce your claim in the district court of New York or New Jersey by libel or otherwise on the arrival of the vessel. I agree also that all court expenses in Boston will be paid here on arrival of vessel and secure as part of said lien on said vessel.

New York, July 28, 1886.

JAS. F. PENDERGAST,
Agent for Owners and Mortgagee."

Thereupon the libelant discontinued the suit in Boston, released the vessel from custody, filed the libel in the present cause in this district on July 30th, two days after the delivery of the above letter; procured a special deputy marshal to be appointed, who went to Boston and sailed on board the bark for this port and arrested her under the process in this cause as soon as she came within the jurisdiction. Some time after the arrest in this district, the surviving partners of E. D. Morgan & Co., mortgagees of the vessel under a mortgage dated January, 3d, 1873, intervened for their interest and procured a release of the vessel upon the usual stipulation. The original answer in effect states that the sum of $10,000 was due upon the mortgage, and contested any liens in behalf of the libelants, and denied that the claim in suit was a prior lien to their own, and averred that the vessel was worth much less than the mortgage debt. By an amendment to their answer, it was averred that the agreement in respect to the removal of the vessel to this district was that said vessel was to be taken from Boston to Bayonne, New Jersey, to take a cargo under a charter already made, and that the libelants claim should be paid out of an advance to be made by the charterers; that the libelant upon arrival at New York, refused to permit the vessel to proceed to Bayonne as agreed, but seized and detained her within this jurisdiction.

The evidence does not sustain the averments of the amended answer to the extent claimed. There was no agreement that the vessel should go to Bayonne, or that the libelant's claim should be paid out of the expected advance. The entire charter money was in fact, but little, if at all, in excess of the claims in suit. The proof establishes no agreement beyond the propositions contained in the letter above quoted, which the libelant, through his agent at once accepted and acted upon. The evidence does not show, however, that the charter of the bark, which had been made six days before gave the charterers according to the custom of the port of New York, a right to load her either about the waters of New York, Perth Amboy, or at Bayonne, N. J. But when the letter was signed by Mr. Pendergast and accepted and acted upon by the libelant, none of the parties knew to which of these places the charterers would wish the bark to be sent.

The proceedings on the part of the libelant have been in exact accordance with the provision of Mr. Pendergast's letter. The complaint now made of the libelant in effect is that after the vessel had arrived and was in the custody of the marshal, they did not permit her to go to Bayonne in the district of New Jersey to load before the settlement of the libelant's claims; or else that he did not forbear to arrest her, either here or in the New Jersey district until after she had gone to Bayonne and secured an advance by the charterer. There is nothing in the agreement, however, and nothing from the circumstances from which it could be rightly inferred, or upon which Mr. Pendergast had any right to suppose that the vessel was to be loaded and the advance obtained from the charterer before some definite arrangement was effected for the settlement of the libelant's claims. None such was ever proposed except a partial and insufficient arrangement to go to Bayonne and load. Without some arrangement to which both the libelant and the charterers were parties the loading could not go on consistently with the provisions of the agreement, nor in the mode now contended for by the respondents, without a species of fraud upon the charterer. No such arrangement is provided for in the agreement and none was made afterwards.

The marshal has no authority to permit a vessel to be incumbered by unnecessary additional charges and liens while she is in his possession. A lien for the completion of the charter would arise the moment a cargo was loaded under the charter, and she could not sail until the claim in suit was settled. It is not contended that any advance of the charter money could be secured until the vessel was loaded wholly or in part. And it is not only a matter of clear common sense, but the charterer's testimony shows, that the charterer would not knowingly load a vessel, much less make advances of freight while she was in the custody of the marshal upon a lien nearly equaling the whole charter money, unless some mode of settlement satisfactory to the charterer was agreed upon, which would not involve either delay in sailing or loss to him. It would be a fraud upon the charterer, on the one hand, to conceal from him the marshal's custody and possession while taking the charterer's cargo on board, and obtaining an advance thereon; and it would be equally a virtual fraud upon him for the parties by agreement to send the vessel to be loaded by him and to get an advance thereon, with the intent to libel and arrest her as soon as the advance on the loaded cargo should be obtained. The latter procedure, moreover, would involve no little delay on the libelan't part in enforcing his lien, whereas, the written agreement provides expressly that the libelant may proceed by libel or otherwise "on the arrival of the vessel," that is, immediately on her arrival here, and without any delay. There was, in fact, no way for the the owners of the vessel to proceed consistently with the agreement or without a virtual fraud on the charterer, except by the immediate settlement or arrangement of the libelant's claim, upon the arrival of the bark in New York, and before taking any cargo on board.

It is clear that the libelant had no motive or intent to engage in any such irregular proceedings. Mr. Pendergast's intent, I think, was only to get the vessel here, and then to arrange for her release through the aid of the charter and expected advance in some proper way. The agreement with the libelant did not provide for this subsequent arrangement, but only to bring the vessel here, subject to the liens on her. After she arrived, instead of arranging for her release, Mr. Pendergast demanded that she should proceed to Bayonne to load without a further arrangement of any kind. This was not in accordance with the agreement, nor practicable without irregularity or actual fraud. There was nothing to prevent the immediate release of the vessel on her arrival here on stipulation in this court, as was afterward effected. She could then have proceeded to Bayonne at once to unload the charter. This is the natural import of the agreement, and the only construction legally practicable. There was no legal damage to the respondents, except such as arise from their own delay. The provisions and conditions now sought to be engrafted upon the written agreement by parol evidence are not only indefinite and irregular, but wholly incompatible with the terms and legal effect of the agreement. The new contract for the continuance of the lien having been, therefore, observed by the libelant, and being a maritime contract upon good consideration must be enforced according to its clear purport; even though the original lien were held to have expired on the discontinuance and release of the vessel from custody at Boston.

The libelant is, therefore, entitled to the amount of the draft and interest, together with such marshal fees and court expenses in Boston as were taxable upon the discontinuance of the suit there, also, the $47.00 paid for seamen's wages, with $4.10 port charges, together with the cost of this action.

March 31, 1887.

NEW VOCATION FOR A MARINE ENGINEER.

Sepcial Correspondence to the Marine Record:

ON A FARM IN PENNSYLVANIA,
NEAR JONESVILLE, August 27.

'Tis not always freedom to be free, nor gladness to be glad; and if you think it is, Mr. Editor, you just waltz forth, in all your editorial dignity, and try it. Now, the day that the jailer at Teaspoon Corners so unceremoniously turned me loose from durance vile, he made me free; for which, with my peculiar temperament, I was profoundly glad, which feeling of gladness held me captive until supper time, when it let me loose, at the mercy of a regular hired man's appetite, combined with the fact that I did not have a red cent in my pocket, and worse credit. If a hungry man, without a cent, is a free man, then show me a prisoner. I tell you that to be broke and hungry knocks all idea of independence plumb out of a fellow. When supper time came I fairly yearned for the prison cell, so I walked back to the antiquated structure, only to find a placard in the window, offering to rent the place for a term of years, to any good, respectable person.

Of course, being an editor, and gifted with the brains and money of that phenomenal race, you never filtched a "hand out" from a neighboring house, but I did, and you ought to have seen my initial attempt; for I went in, looking as trim and graceful as a dancing master, but I came out like a defeated prize fighter, with all odds in favor of the fighter.

I gently approached the back door and asked if a hungry man might expect any hospitality at the owner's fair hand. The lady of the house turned loose one faint and sickly smile and said:

"I guess so."

I will not attempt to describe her, any more than that she had red hair and a rolling pin, and that is the last thing that I remember until I scaled the barnyard fence and hid under the threshing machine. It was a steam thresher, and that same evening when the old man came home I asked for a job, putting the engine in order, and got it, at a salary of ten shillings a day. Things went on smoothly, and I repaired the engine, greased the wheels of the separator wagon, and performed other odd jobs for several days.

When I got through my work the boss gave me a letter of introduction to the man where I am now, running a threshing machine engine. Everybody is pretty well here excepting the eldest son who is not expected to live, and if he does live I will have to throw up my job, for he is the regular engineer; but, if he dies, then I am engaged to write an obituary poem in his memory. Mr. Editor, which do you think he had best do under the circumstances?

THE SECOND ENGINEER.

NOTE.—[As this is a direct question we will say that several marine engineers have been consulted, all of whom are unanimous in the opinion that the eldest son, who is the regular engineer, should secure the services of a competent physician who will assure his recovery. This opinion, as we understand it, is prompted by the belief that an obituary poem, however tender, inflicted upon them by the Second Engineer, would prove too harsh a fate, all insisting that they do not deserve it.—ED.]

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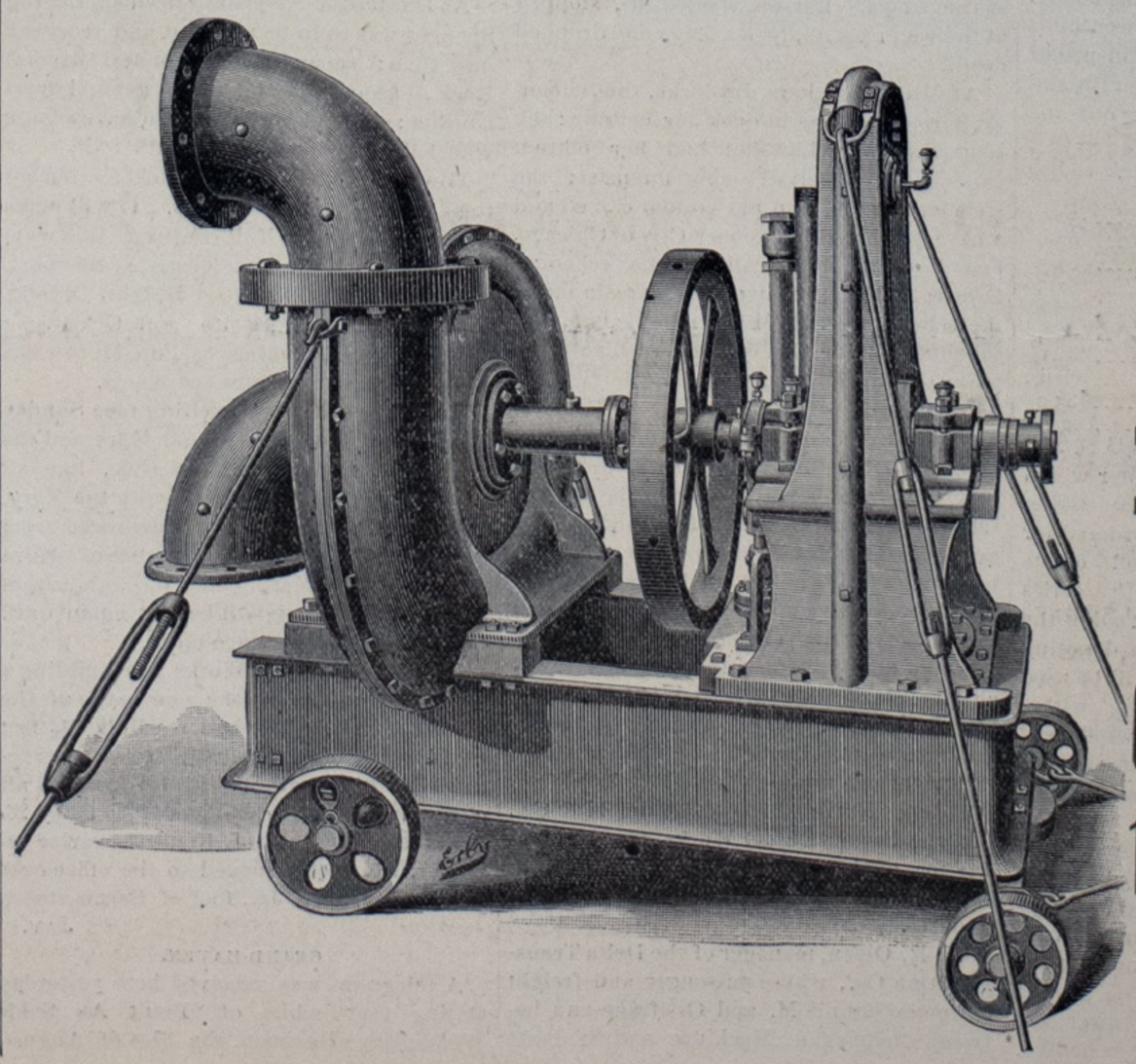

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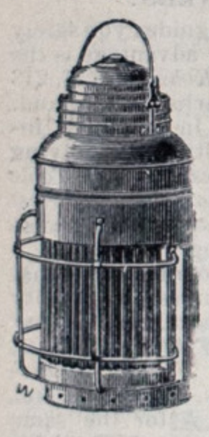

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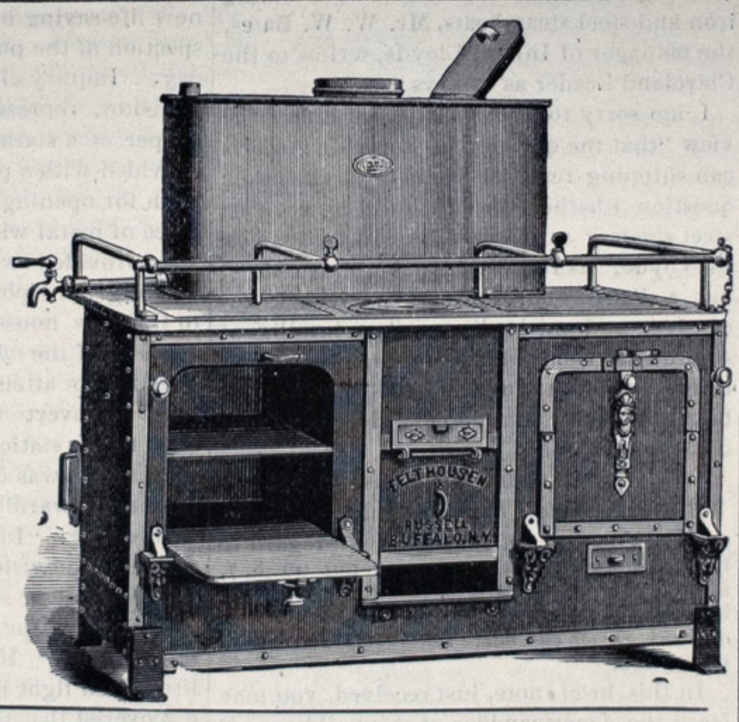

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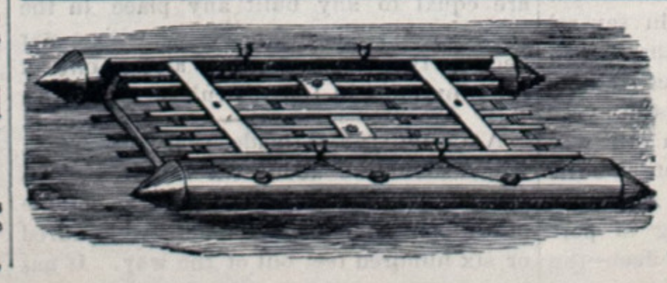

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, SEPT. 8.

SHIP-OWNERS AND SHIP-BUILDERS

There are certain people who think, apparently, that an increase in our shipbuilding is necessary to a revival of the shipping trade of the country. It is the ship builder who is commiserated by them. The ship owner who is debarred from purchasing a foreign-built vessel so that he may be enabled to compete with ship owners of other countries, is not, it would seem from this, much of a factor in building up our merchant marine. Nevertheless, in the present condition of our shipping trade, ship owners will have to take the lead and shipbuilding interests follow them if we expect to regain what we have lost of this trade. As we gradually recover it an increase in shipbuilding with us will take place. It will be, however, a comparatively slow process. The ships that we build at the present time are too expensive for our purpose. To equalize this matter of cost is really the object in view with those who favor subsidies, and our shipbuilding interest is always mentioned in connection with it.

But it is easily seen that this help must necessarily be only a temporary one. When it is stopped, things must revert to former conditions. Our shipbuilding can not be built up on any such stimulant as this. It must be a healthy growth. We confidently believe that this industry will become a very great one ultimately, but not under present conditions. Everything that enters into the construction of a vessel must be first freed from all tax. If our shipbuilders would combine, with the object of securing this advantage for themselves, they would be taking a step that would help very much to increase the business of shipbuilding. At the present time their position is one of more or less antagonism to the shipowner. They would like, if it were possible, to force the latter to buy their vessels. As they can not do this by themselves they look to subsidies to accomplish the result, by making good the losses incurred to shipowners in running their vessels. The sooner the idea that the shipbuilder is the prime factor in the revival of the shipping trade of this country is got rid of the better. The shipowner is first always. He must be allowed to buy his vessels as advantageously as possible. For he has to run them in open competition with those of all maritime countries. An expensive vessel is of no use to him. His vessels must cost no more and must be run as cheaply as those of other countries, otherwise he will incur loss and be continually at a disadvantage in respect of his competitors. —*New York Maritime Register.*

In the above abstract there are many good points, but we must say at the same time that there are many weak points. Notwithstanding the fact that we are inclined to look at the question in the same light as the New York Maritime Register, we are obliged to question the logic contained in the above extract. While holding that the owner who gets a lake-built ship does not need commiseration, inasmuch as he receives quite 50 per cent per year on his investment, his property, if it does not last the year out through the violence of lake storms, is a total loss, his investment is a poor one, and barring the insurance, he may have, be poorer in the amount of the cost of his venture. The shipbuilder on the lakes has all the work he can do, and after the launch of the ship which he has contracted to build deserves no "commiseration" and does not receive it. He has fulfilled the contract which calls for a good ship, the owner, after inspection, takes it and that is the end of our lake trouble. Notwithstanding this fact, speaking of wooden ships, there are many who think they can get cheaper ships on the Atlantic coast or in England than our lake shipbuilders can build. This is impossible. We are the center of the wooden shipbuilding trade, and can, with slightly advanced cost, build a wooden steamship that will outclass anything that can be built in any section of this country or in England. While we are building expensive ships, that is, we are building good ships, they are not too expensive for our purpose, for the reason that the lake traffic demands the best built ships that can be produced. There are several reasons for this, the first and most important being the object to obtain for them the highest class of insurance, the longest life and the utmost confidence in their sea-going qualities.

As regards the cheapness of shipbuilding we do not hesitate to say that a wooden ship can be built cheaper in this country than in England, all facts bearing us out in the assertion. We not only build as cheaply, but our vessels last longer than those of English build, and hold their rating better.

In regard to the revival of our supremacy on the ocean the question does not resolve itself into whether we can build cheaper but whether we can build better than our English cousins.

In regard to our capabilities of building iron and steel steamboats, Mr. W. W. Bates, the manager of Inland Lloyds, writes to the Cleveland Leader as follows:

I am sorry to see your paper reflect the view "that the question of reviving American shipping resolves itself into the other question whether we can build an iron or steel steamer as cheaply as can be done on the Clyde," as this is not an American view, but a British one, entirely perverted, deceptive, and misleading. Any intelligent ship-owner should be able to tell you that it is not cheap but durable ships that are the best vehicles for commerce. Here is an evidence of this fact:

MILWAUKEE, August 30, 1887.

William W. Bates, Buffalo, N. Y.:

Sir: Yours of 29th at hand. In regard to bottom plank, we are going to put on 8, 7, and 6 inches thickness. * * * We are building this boat to keep, and we want it *as good as we can make it.* * * * Yours truly, etc.

In this brief note, just received, you may learn the American idea of shipbuilding. If political economists have not yet "caught on to" shipping economy it is because they have not studied it in the right school. That school is the best Yankee practice.

Let me open the eyes of some of our people not up in ships. Two years ago I determined to ascert in with some degree of accuracy the relative survival of American wood and European metal ships. For this purpose I took the Bureau Veritas Register (or French Lloyds), and compared the American wood sail ships and the European iron and steel sail ships together, fleet against fleet, for durability, or survival on class. Every sort of comparison was instituted. The main result was, that our average ship had a durability, of 18.53 years, and the metal ship of 18.045 years. Not only did our wood ships beat the iron and steel nearly 3 per cent in class survival, but also in extreme lifetime. But, perhaps, the most interesting comparison was made as follows: About 44 per cent of the iron fleet was built in Great Britain, the remainder in several continental countries. Taking the British built as one fleet and the continental built as an opposing fleet, I found that the average survival on class of the British built was 16.266 years and of the continental built 21.85 years. Then I divided the American fleet into two parts corresponding in percentage with the parts of the iron fleet—the best wood in one squadron and the poorest in another squadron for comparison. The result was that our best squadron had a class survival of 26.385 years, and the poorest squadron had a class survival of 14.42 years. Let us bring our comparisons together. We have American durable wood, average life, 26.358 years; continental durable iron, average life, 21.85 years; British "cheap" iron, average life, 16.266 years; American "cheap" wood, average life, 14.42 years.

Now for the "economy" of the different kinds of building. Let us suppose it takes six years for each sort of ship to return the first cost with interest, then we would have the remainder of lifetime for profit. For the different styles of build this would be, in round numbers, for the best American wood, twenty years; for the best European iron, fifteen years; for the "cheap" British iron, ten years; for the "cheap" American wood, eight years.

It may be remarked that the difference in cost between a durable ship and a cheap one would probably all disappear in the difference of repairs during the six years the vessels were returning their cost.

From figures like these the American press would do well to have the country learn what there is in the scheme of "cheap ships." An American steamer may cost $120,000, and a British steamer $100,000. Suppose it takes the British ship five years and the American six years to pay back first cost and interest, but the latter lasts two years longer than the former. Then the advantage is with the American steamer. I consider it a poor average American steamer, as now built, that will not outlast from five to ten years the average British steamer. So the difficulty of competing with the British on the sea is not inherent in our shipbuilding. They say that is the trouble. We are foolish to repeat their clap-trap.

CAPTAIN C. C. GOODWIN, keeper of the life-saving station at this port, has just returned from his annual vacation, which he enjoyed on the Atlantic coast, his wife accompanying him. During his visit to Portland he obtained a key from the superintendent of the 1st district to visit the new station, just completed at that port, to inspect the conveniences and appliances. It seems that a correspondent, writing to the Portland (Maine) Daily Press, from Bowery Beach, has made an attempt to set Captain Goodwin up as a fraud and burglar, in the following words: "It was noticed that the new life-saving house was opened to the inspection of the public a part of the day Sunday. Inquiry elicited the information that a visitor, representing himself to be the keeper of a station on Lake Michigan, was provided with a piece of metal of the proper form for opening the doors." Just so. The piece of metal with which Captain Goodwin was provided was of the proper form for opening the door. In fact, it was the key to the new house. But why the effort on the part of the *official* who wrote the item in question to attempt to mislead readers in such a covert way? Captain Goodwin's visit to the station was full of interest to him, and it was done in a legal manner. A further cowardly reference in the item is that saying: "Inquiry elicited the information that the visitor represented himself to be keeper of a station on Lake Michigan," meaning that the visitor was traveling under false colors. If the writer had turned a little flash light into his mind he would have discovered that the scurrilous attack would be in poor taste, and reflects on a government employe who has earned the United States life saving medal of the first class, and been publicly thanked by the secretary of the treasury, through General Superintendent Kimball and Superintendent Dobbins for bravery in rescuing the crews of three wrecked vessels in one week.

AGAIN the lakes produce the largest vessel that appears in the report of the commissioner of navigation for the week ended September 3, the William H. Wolf, recently launched at Wolf & Davidson's shipyard, Milwaukee. Her gross tonnage is 2265.75 and net 1791.02. Thus we are arriving at our goal, that of the best record during the week in shipbuilding. As we said last week, the vessels being built on the lakes are of the best class, most all having steel arches and diagonal straps, with the proper strength in keelsons to make them rate high in Lloyds. While our iron and steel steamers are equal to any built any place in the country, they can not be rated with a star because they have no steel arches, one of the provisions in Lloyd's rules.

A COMPLAINT is made that buoy No. 2, which should be about six hundred yards north of Grand island and near the middle of Chippewa channel, is about five hundred or six hundred feet out of the way. It has been in this position nearly all summer.

THE following order has been issued by the treasury department at Washington:

Under section 4426 revised statutes, the hull and boiler of every yacht, or other small craft of like character, propelled by steam, without regard to size of vessel, provided it can be used in navigation, must be inspected, the boiler being subjected to the hydrostatic test required by law. The pilot and engineer must also be licensed, and such other provisions of the law complied with as may be applicable to the particular vessel under examination. A license as "special engineer" for small steam yachts or pleasure vessels will be granted to any person of good character who has sufficient experience to manage the boiler and machinery safely. A similar "special license" as pilot for such vessels will be granted to any person of like good character who is familiar with the navigation in which they are to be employed, understands the pilot rules, and has had sufficient experience in handling this or other similar vessels. The master of a vessel of this class does not require license.

THE quantity of United States grain passed through the Welland canal to United States ports increased from 47,000 in 1880 to over 150,000 tons in 1886. The total quantity passing both ways has grown from 194,173 tons in 1862 to 464,468 tons in 1886. The quantity that passed from Lake Erie to Montreal in 1886 was 128,000 tons less than in 1880.

LAKE FREIGHTS.

Rates are firm, with an advancing tendency. We quote:

ORE.	
Escanaba to Chicago	1.00
Escanaba to Ohio ports	1.65
Marquette to Ohio ports	2.00
Ashland to Ohio ports	2.30
Two Harbors to Ohio ports	2.50
GRAIN.	
Wheat, Duluth to Buffalo	5½c
Corn, Chicago to Buffalo	4c
Wheat, Chicago to Buffalo	4⅜c
Wheat, Milwaukee to Buffalo	3¾c
Wheat, Detroit to Buffalo	2¾c
COAL.	
Buffalo to Milwaukee	1.25
Buffalo to Chicago	1.20
Buffalo to Duluth	75c
Cleveland to Milwaukee	1.00
Cleveland to Chicago	1.15
Cleveland to Duluth	1.00
Erie to Duluth	1.00
Erie to Chicago	1.15
Erie to Milwaukee	1.00
Erie to Escanaba	70c
Sandusky to Ashland	1.00
Sandusky to Washburn	1.00
Sandusky to Milwaukee	1.10
Saudusky to Racine	1.10
Toledo to Ashland	1.00
Toledo to Washburn	1.00
Toledo to Duluth	1.00
Toledo to Milwauke	1.10
LUMBER.	
Bay City to Tonawanda	$2.75
Bay City to Ohio ports	2.50
Saginaw to Tonawanda	2.87
Saginaw to Ohio ports	2.50

AHOY! MARINERS!

The beacon light, which guides you safely in the harbor of pecuniary advantage is the Boston Dry Goods firm of *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O., established since 1866 in this city, informing you of our specialty in supplying vessels with ☞ *Comfortables, Blankets, Table linen, etc.* and that we *sew to order* at *shortest notice* ☜ *Sheets, Pillow cases*, or any necessary equipments for bedding.

☞ We are also pleased to inform you that we are the *only* manufacturers in this city who retail direct to consumers, none but *our own genuine home-made* ☞ *Flannel Shirts, Waterproof Shirts, Scarlet Flannel Undershirts* and *Drawers, Overalls, Jean Pants*, etc., or ☞ *make them to order* ☜ for the same price we sell them ready-made. ☞ All our Shirts are 52 inch wide, 36-inch long, extraordinarily well sewed. ☜ The *Custom Cutter*, associated with our merchant tailoring department offers to make *Gents' finest Cassimere, Broadcloth Suits*, in the *latest style*, guaranteeing the best fit and fine workmanship ☞ *for $8 less* ☜ than any other merchant tailor, because he has *no Rent to pay, does his own cutting*, and wants *to advertise himself*. Kohn & Co., 213 Detroit st., near corner Pearl, Cleveland, O.

To close the Estate

OF THE LATE

SAMUEL L. WATSON

THE FOLLOWING VESSELS

Are Offered for Sale:

Stmr, ST. LOUIS, a2,
Schr, CHAMPION, a2,
do JAS. D. SAWYER, a2,
do POTOMAC, a2.
do VOUGHT, a2
do S.L. WATSON, a2 1-2

For Particulars, and Where Vessels can be seen for Inspection, write to

Henry W. Watson,
16 White Bldg., Buffalo, N. Y.

[*Around the Lakes Continued from 1st Page.*

DETROIT.

The new steamer Iron King loaded 77,000 bushels of wheat and 40 tons of fuel on a draft of fifteen feet and ten inches.

Judge Horne, of Windsor, decides that the propeller St. Magnus was at fault in colliding with and sinking the tug Bob Hackett near the mouth of Detroit river last summer. The case was referred to a commissioner to determine the damage.

The Chicago Excursion Co., capital stock $1,000,000, was incorporated last Saturday, with John Enders president and Henry Baby secretary and manager. The company will manage the excursion steamer Ivanhoe and another steamer that is to be built next winter. The new boat is to cost $80,000 and carry one thousand passengers. A contract for the construction will be closed this week, and will probably be awarded to the Detroit Drydock Co. The specifications call for a wooden propeller 200 feet long, 30 feet beam, with a guaranteed speed of twenty miles an hour. The main deck will be open on both sides, with a refreshment room forward and aft. On the promenade deck there will be a shell cabin forward, extending to about midships. Abaft of this cabin there will be thirty private parlors. There will be no sleeping apartments except for the crew. The new boat will carry excursion parties to Milwaukee, Grand Haven, St. Joseph and Michigan City and the Ivanhoe will make short trips the same as this season.

Sidewheel steamer Greyhound, late the well-known steamer Northwest, of the Detroit and Cleveland line, is to be taken off the route between Detroit and Port Huron next week, and put on the route between Detroit and Toledo. This change is said to be made by the managers of the Star line in appreciation of the patronage which the route between Detroit and Toledo has had this summer. The steamer Idlewild, which has been running on the line, completes her one hundredth round trip on next Saturday night. She will make her farewell round trip Friday, September 9, and on Saturday she will leave Toledo for Detroit, and remain until next season. On Sunday, September 11, the Greyhound will leave Toledo at 9 a. m. for Detroit and continue on the line one week. The Greyhound, since her transformation from the Northwest, is pronounced one of the finest and fastest steamers on western waters. Captain McKay, of the Idlewild, will sail the Greyhound.

The lightboats on the Limekiln crossing will be discontinued after Thursday, September 8. The cleaning up on the crossing by the divers will be finished a week later. There are at least twenty feet of water in the cut on the crossing if the ranges are followed.

Mr. J. Emory Owen has placed with the Detroit Drydock Co. a contract for them to build for him a large wooden steamship, to be delivered at the opening of navigation. The timber is being gotten out now for the boat, although her exact size has not yet been decided upon. She will probably be 255 feet long, 40 feet beam, and 24 feet hold. She will be iron-strapped and will be well built throughout, as all boats turned out by the Detroit Drydock Co. are. She will have triple expansion engines and Scotch boilers. The cost will be about $130,000.

Propellers Egyptian and Fayette Brown were in collision recently in the Detroit river coming down, and a little trouble may arise from it. The Fayette Brown is injured somewhat. Just as the boats reached the coal dock at Detroit the Egyptian's wheel was put hard over, and Captain Bassett, of the Brown, was compelled to put his boat wide open to get out of her way. As it was, the Egyptian struck the Brown's port quarter.

MILWAUKEE.

As the steamer Huron City was being landed on the blocks in Wolf & Davidson's stationary drydock Friday morning, her steampipe broke, and created a stampede among the engineers and firemen. One of the latter jumped through a gangway opening, and landed in the water in the drydock with his neck and hands painfully scalded. The chief engineer, who was within a few feet of the pipe when it burst, escaped with slight scalds. Fortunately none of the others were hurt. The accident will keep the steamer here several days. She was docked for the repair of a slight leak.

The new steamship Wm. H. Wolf is completed, and cleared Tuesday for Escanaba. Effort was made to have her completed last Saturday, but her departure has been delayed a day or two on account of work on her boiler house. The Menominee Iron Co. has chartered the Wolf for two iron ore trips from Escanaba to Ashtabula or Fairport of $1.60 per gross ton. It is the intention to keep her in the ore trade exclusively during the remainder of the season.

BUFFALO.

The collector of customs here seized the Canadian steamer Hastings at Lewiston for violation of the navigation laws in carrying passengers between Lewiston and Olcott, two American ports.

Captain Wm. Rowen was appointed master of the propeller St. Louis, of the Watson fleet, in place of Captain Laurence Green. Trouble arose between the latter, and a newly appointed engineer. Green would not work with the man, claiming he had threatened his life. The result was hi own discharge. He now proposes to sue for full season's wages.

The owners of the schooner Sweetheart have libeled her lumber cargo, just discharged at Tonawanda, on a claim of $475 for two days' detention at Menominee, and failure to load her to within 100,000 feet of her capacity.

On account of propeller Westover getting ashore off Ford river and springing aleak, the underwriters have forbidden her taking her cargo from Escanaba, but allowed her to go to Naubinway for shingles.

Freight handlers for Ward's line of steamers, who lately obtained an advance in wages by a strike, have since been discharged and others obtained by the month through a third party. As the latter were at work on the propeller Toledo to-day, the former gang attacked them twice and would have driven them away but for the police.

The Express says: The new steamer Kaliyuga arrived yesterday afternoon with ore, her first appearance here. She was built in Langell's thorough style, looks well, and carries about 1,800 tons. Captain John Lowe, long in Wilson's line, is her master, and also owns an interest.

M. Riter is placing the boilers of the propeller Aurora on board. She will have two, each weighing thirty-four tons.

The subject of life-saving is always timely and appliances for the rescue of human beings from danger naturally receive much attention. Perhaps that is one reason why so many people stop to examine the Luduc tule life raft on exhibition at Howard H. Baker & Co's store on the Terrace. This raft is made by the Luduc Tule Improvement Co., of San Francisco, and the extreme buoyancy, claimed to be 50 per cent more than cork, and its lightness, are the two great points in its favor. Tule, a sort of reed, is the substance which secures this buoyancy and lightness. Messrs. Baker & Co. have also received five hundred life preservers, made of tule, and they are attracting much attention from marine men who are connected with the passenger business. Baker & Co. are the sole agent of raft and life preservers, which have been tested by the government. Another new thing for which they have secured the control is the canvas oil bag for the use of boats to lessen the dangerous effect of heavy seas.

The scoopers at the Coatsworth elevator who went out on account of having a percentage deducted from their wages for boats brought to that elevator and which was paid in the way of a commission to the boat or consigned, have returned to work, the elevator promising to pay the full figure in the future. As a result of the strike the grain shovelers met and appointed a committee to notify President Bloomer, of the Western elevating association, that if the elevators do not agree to discontinue the deduction of these commissions from the men's wages, a general strike in all the elevators will be ordered.

SHEBOYGAN.

The schooner Blue Bell of Milwaukee went to pieces at the entrance of the harbor at 3 o'clock Sunday morning. She was loaded with cedar posts, and while coming up the lake sprung aleak and water logged. An effort was made to run her into this port, but she struck the pier and went to pieces. The vessel and cargo are a total loss, and neither is insured. The Blue Bell was built in 1869, and measured 122 tons. The crew, Martin Erickson, captain; George Hanson, mate and Thaul Thorstenson, sailor, were saved. The scow, which was over thirty years old, was loaded with 7,500 select cedar posts at Welt's Bay, on the Green Bay peninsula, and was bound for Milwaukee. The owners are John Rinerson, Martin Erickson, and George Hanson, of Milwaukee The consignee of the cargo was John Saveland. The vessel's value wss $2,400; insured. The cargo was saved by the life-saving crew. Seven schooners and one steamer have been wrecked in the same place, the last one being the Bell Willbridge, of Milwaukee, last fall.

GODERICH.

The light on the north breakwater pier at Goderich has been changed from fixed red to fixed white. The Canadians are building lighthouses at Gargantee, at the northeast end of Lake Superior, and at Mudge Bay on Manitoulin Island.

CHEBOYGAN.

The establishment of a drydock and ship yard here is now assured. At a business mens' association meeting Friday night over $30,000 of the $50,000 necessary to proceed was vouched for, and the balance would soon be made up by outside capitalists. The work will be begun at once, and the dock is to be ready for operation by spring or early in the summer.

The Leviathan arrived Friday night and released the propeller Jay Gould from Bois Blanc Island by hard pulling. The steamer was laden with lumber and received no injury, being but a few inches out forward.

The lines of the tugs Clayton and Cygnet were cast off by some person at midnight while the crews were asleep. Both tugs drifted out upon the lake and were drifting on the other shore. The crews were aroused by passing rafts and both boats returned.

BAYFIELD.

Fred S. Maynard is about to build at Bayfield a section of drydock consisting of two boxes, each forty-five feet wide by fifty feet long.

He has also on the stocks for R. D. Pike a barge 133 feet over all, 28 feet beam, and 9½ feet hold, for carrying block sandstones from Presque Island.

Mr. Maynard is building for himself and an engineer named Wagner a tug 63 feet over all, 12 feet beam, and 5½ feet hold to be used in picking up logs which stray from the booms in Chequemegon Bay, also for excursion and general towing purposes.

Mr. Pike needs a steamer, and will either build or buy one about the size of the Jim Sheriffs, during the approaching winter.

KENOSHA.

Saturday after scouring the lake for a tow, the tug Protection ran into Kenosha and made fast to the dock. All hands turned in and were fast asleep when James Higgins, the second engineer, sprang from his bunk and rushed up the street without a stitch of clothing on him. He returned with a policeman and charged the crew with having attempted to murder him. Captain Smith told the officer that Higgins had been showing signs of insanity for several days, and at his request Higgins was locked up. When the tug left Kenosha he was a raving maniac. Higgins is one of the oldest tug engineers in the harbor.

ASHTABULA HARBOR.

The steamer Cambria was aground in the channel for a little while Monday morning while coming in.

There has already been between seven and eight hundred thousand tons of ore brought in here this season, and the probabilities are that the amount will reach considerable over a million tons.

On Monday a yacht containing four young men capsized outside the piers, Joe Ferguson, was drowned and the others had a close call but clung to the overturned boat and were rescued by the tug Dexter.

OSHKOSH.

Captain Sam Neff of Oshkosh who recently visited Baltimore with the view of picking up a bargain in Chesapeake Bay iron steamers, has returned home empty handed. A brief inspection satisfied him that the boats are hardly suited for the lake trade, and he gave it as his opinion that the steamer he looked over would break in two if caught in a gale on the lakes with a cargo of either coal or iron on board.

GIBRALTAR.

Special to the Marine Record.

The new steambarge M. T. Greene, built for the Chicago Lumber Co., by R. W. Linn, at his yard in Gibraltar, Mich., was launched on Thursday last, and will be ready for sea in ten days. She is 175 feet over all, 30 feet beam, and 13 feet depth of hold, with diagonal iron straps. She has fore and aft compound engines, 20 by 36 and 36 by 36, and will class A1. R.

EAST SAGINAW.

Shipments of lumber, 21,805 feet; shingles, 3,026,000; lath, 1,910,000. The total shipments of lumber from the river to date show a decline of 56,000,000 compared with the same time last year. The last rise in lumber freights has stocked this market with boats so that rates are a trifle shaky.

At Cleveland drydock since last report the tug American Eagle went into dock for new stem and calking; the schooner David Stewart was in to have butts calked and slight repairs to bottom; steamer D. C. Whitney is in for repairs for damages caused by getting ashore, involving repairs to the amount of $4,500. She will get new forefoot, calking all over, refastened throughout new plank in bottom, new sides all around, of three inch pine. The Whitney is not strained as much as was supposed and will not take much repairs to make her as good as new.

FOR THE INTERNATIONAL YACHT RACES.

The new steamship Olivette, of the Plant steamship line, between Tampa, Key West and Havana, is now at this port undergoing redecoration and renovation for the fall and winter passenger season between the above ports. At the solicitation of some prominent citizens of New York, it has been decided to place the Olivette in commission race week, she following the competing yachts over the course each day, carrying a limited number of excursionists. September 27th, 29th and October 1st.

The Olivette is a new iron steamship of 2,500 tons capacity, built to carry passengers and mail only, and is one of the most elegantly appointed ships out of the port. She has a capacious saloon 60 by 25 feet forward, which commands an unbroken view ahead and abeam should the weather be bad, besides a tier of spar deck staterooms, with large windows, extending three-quarters the length of the ship. She has spacious outside deck room for fine weather. She is a seventeen knot steamship, capable of showing her heels to the fastest craft that will attend the races.

These excursions will be under the management of Mr. H. B. Plant, the managing owner of the vessel, and Captain George L. Norton, of the Marine Journal, who has had two seasons' experience in the international regatta excursions. The Hoffman house proprietors furnish the restaurant, which is a guarantee that the best of everything will be provided. Apply for tickets, statercoms and further information to J. D. Hashagen, Florida railroad offices, 261 Broadway, New York.—*Marine Journal.*

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ENGINE, 20 by 24, Port Huron, Mich. For light wrecking this tug has the most complete outfit on the lakes. Supplied with steam ejectors, capacity of 32,000 gallons per minute, hawsers, steam pumps, diving rigs, blocks etc., just the outfit for waterlogged and sunken boats, at cheap rates. River and harbor towing. Telephone, telegraph,
LYNN'S TUG OFFICE.

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Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express.....	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express.....	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 15 A M
No. 23, Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " ..	‡5 20 A M	5 35 A M
No 25, Mich Accom Norwalk.....	.....	†5 35 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk.....	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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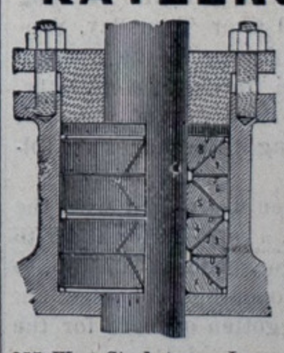

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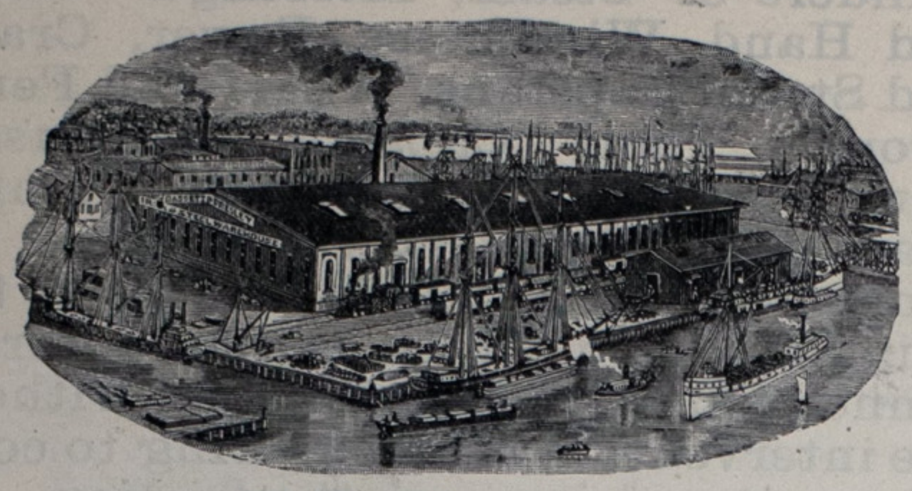

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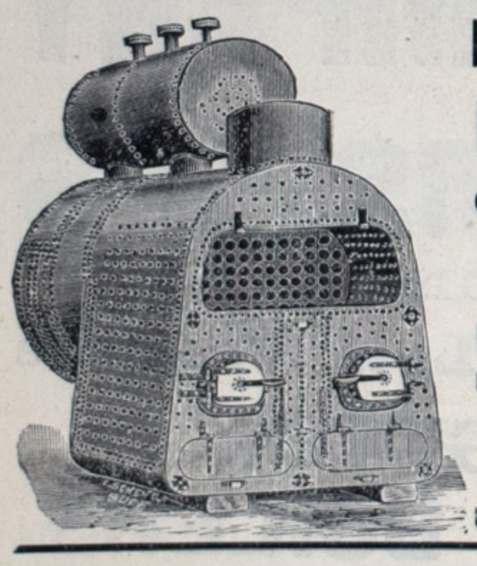

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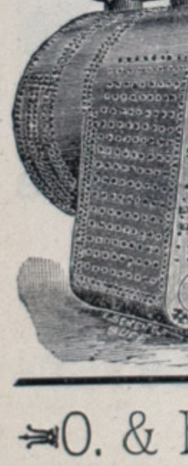

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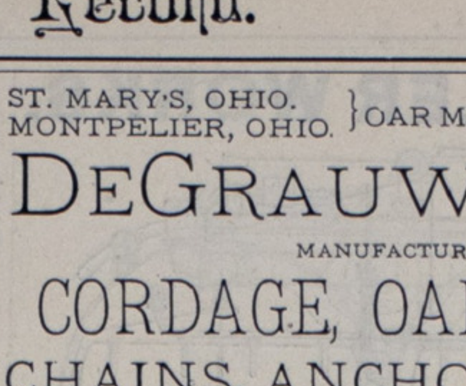

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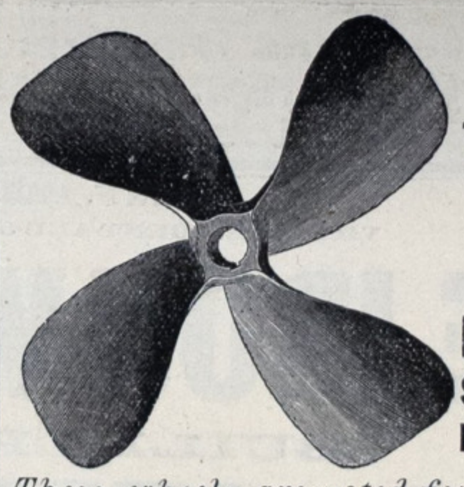

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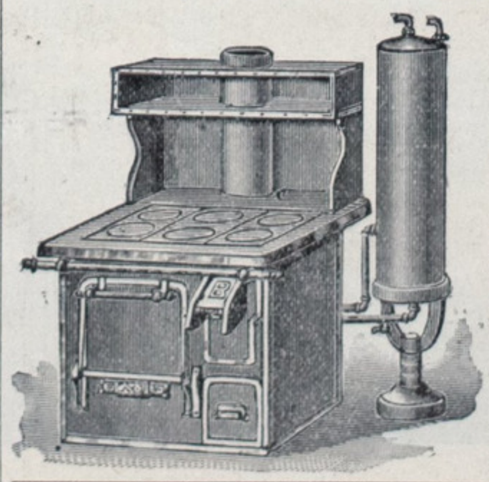

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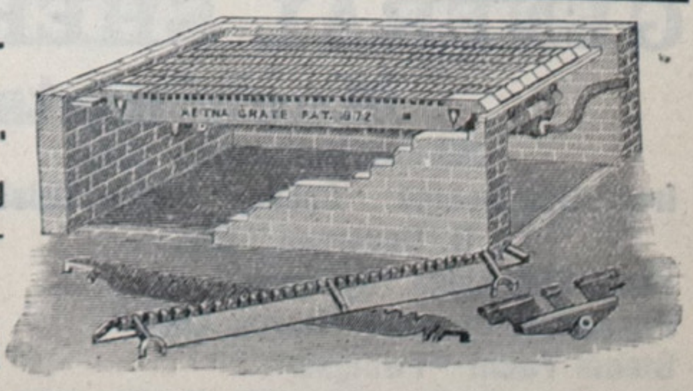

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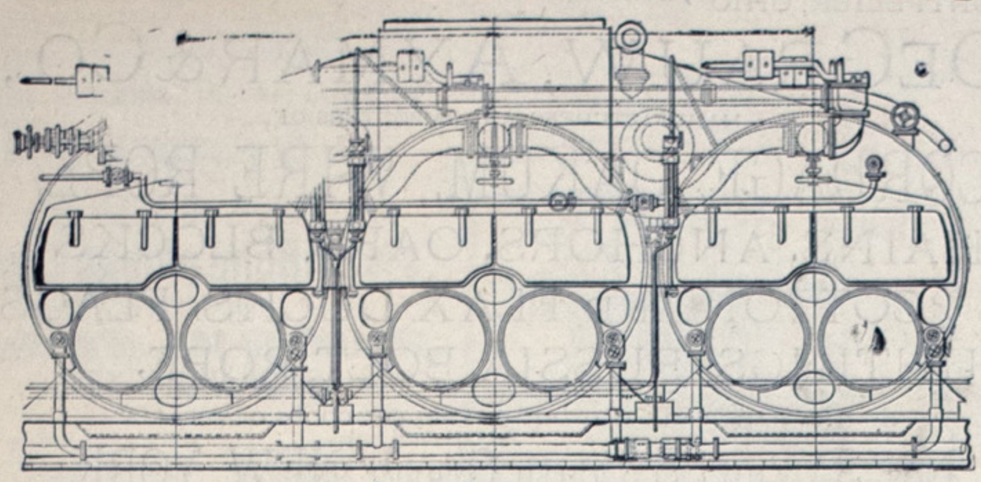

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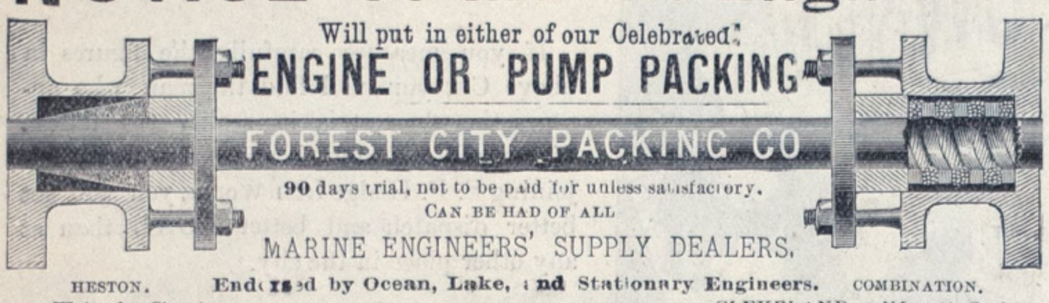
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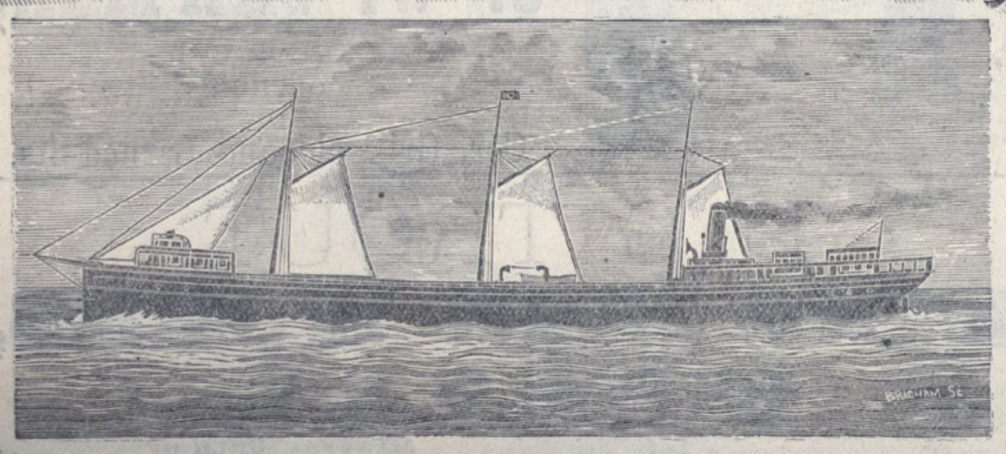

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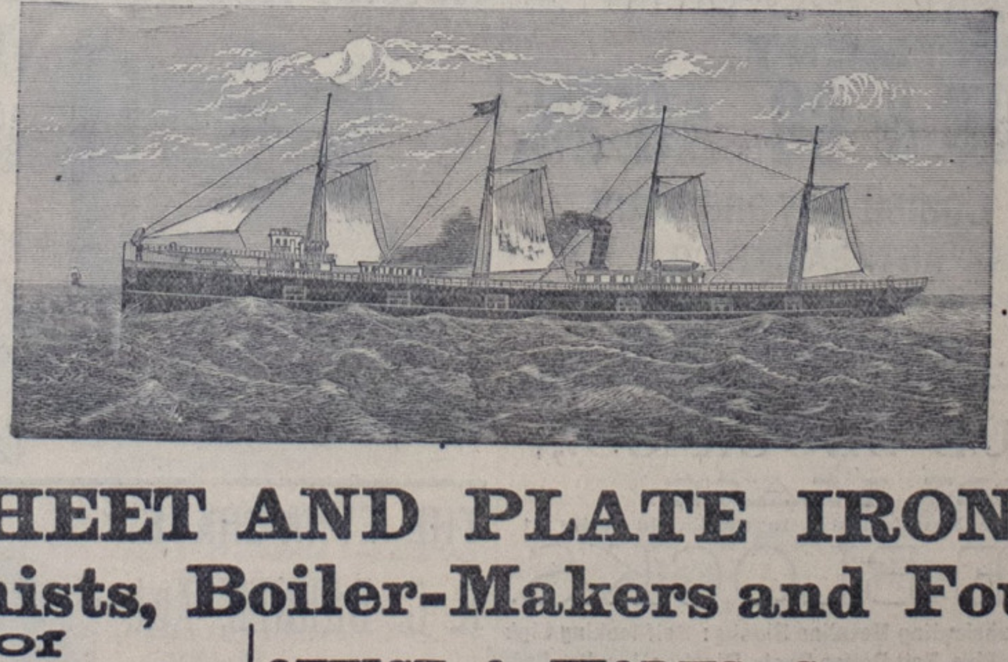

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